



Installation Instructions

Short Throw Shifter

**2000 and up VW GOLF IV, JETTA IV (including GLI 6-spd),
GTI, CABRIO, BEETLE**

**2000 and up Audi A3 1.8L and 1.9L Turbo Diesel,
1998 and up SEAT Ibiza (including Cupra)**

1998 and up Skoda Octavia

(see www.bmracing.com for the latest vehicle fitment applications and model years)

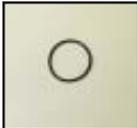
Part Number 45114

© 2003, 2001 by B&M Racing & Performance Products LLC

This **B&M Short Throw Shifter** has been designed to work on most 2000 and up VW Golf IV, Jetta IV, GTI, Cabrio, Beetle, 2000 and up Audi A3 1.8L and 1.9L turbo diesel, 1998 and up SEAT Ibiza (including Cupra), and 1998 and up Skoda Octavia models equipped with a manual transmission (see www.bmracing.com for the latest vehicle fitment applications and model years). It has been engineered to greatly reduce shift throw and improve shifter feel. Check the parts list and tools list at the beginning of these instructions for the supplied parts and the tools required to install your **B&M Short Throw Shifter**. Installation of the **B&M Short Throw Shifter** can be accomplished by anyone with minimal mechanical experience.

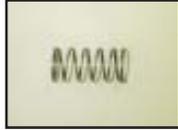
INTRODUCTION

The **B&M Short Throw Shifter** can be installed in less than an hour by carefully following the instructions. Read all instructions first to familiarize yourself with the parts, tools, and procedures. This kit contains all the parts necessary to install the shifter.

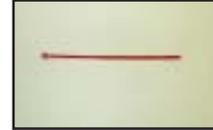
PARTS			
B&M Short Throw Shifter		B&M Billet Knob	
		B&M Billet Insert	
		O-Ring	
		Reverse Lockout Plate	
Nylon Slide Assy and Jam nut		Isolator	
		M6 x 16mm Bolt (2)	
M6 Lock Nut (2)		Washer (4)	
		Grease	

Parts (Continued)

Spring



Tie Wrap

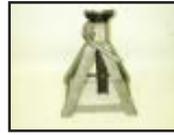


TOOLS

Floor Jack



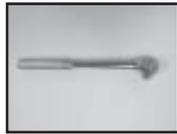
Jack Stand



Screwdriver (flat)



Drive



Extension



Socket (10mm and 17mm)



Pliers



Wrench (10mm and 17mm)



T-20 Torx Socket



DISASSEMBLY

STEP 1. Raise and secure vehicle.
Tools: Jack and Jackstands



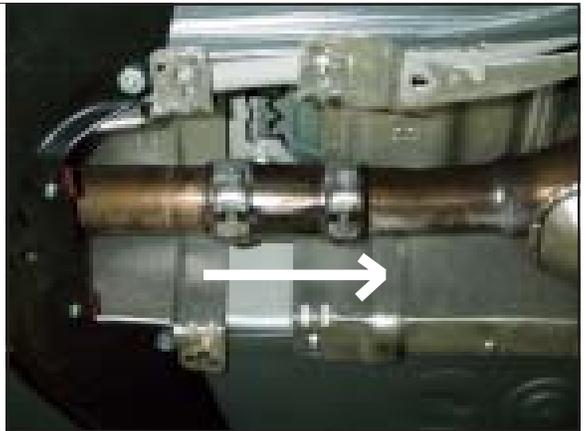
STEP 2. Remove heat shield snap washers.
Tools: Screwdriver (flat)



STEP 3. Loosen exhaust coupling bolts.
Tools: 17mm Wrench



STEP 4. Slide exhaust coupling forward.



STEP 5. Remove front heat shield.



STEP 6. Remove center exhaust support.
Tools: 17mm socket, drive, and extension



STEP 7. Remove center heat shield.



STEP 8. Carefully pry bottom plate off of shifter enclosure.
Note: Plate is easily bent, use caution
Tools: Screwdriver (flat)



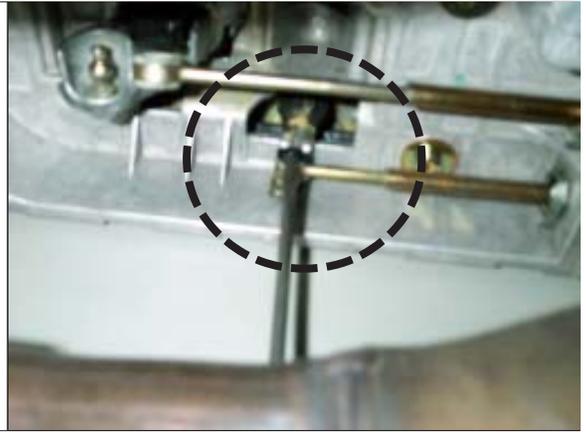
STEP 9. Remove retaining clip from shifter.
Tool: Screwdriver (flat)



STEP 10. Pry cable off of shifter.
Tool: Screwdriver (flat)



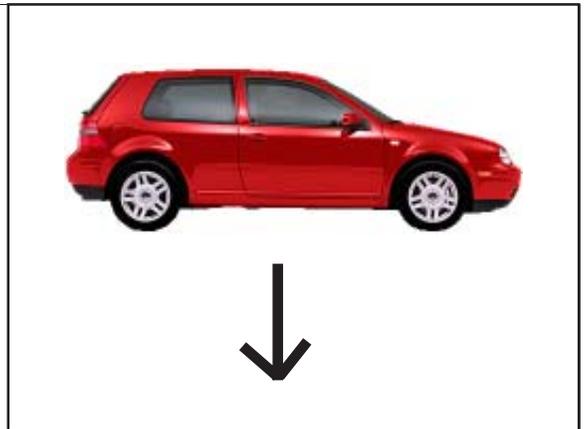
STEP 11. Remove retaining clip from shift linkage.
Tool: Screwdriver (flat)



STEP 12. Remove cable from shift linkage.



STEP 13. Lower vehicle.



STEP 14. Remove shift boot.



STEP 15. Remove foam surrounding shift assembly.



STEP 16. Remove retaining clip from shift arm pivot and push pin to left until it stops.
Tools: Screwdriver (flat)



STEP 17. Remove bolts securing top plate.
Tools: Drive, extension, T-20 Torx socket



STEP 18. Remove top plate.
NOTE: Stock plate ISN'T used with **B&M Short Throw Shifter.**



STEP 19. Pull stick upward and remove pivot bushing.



STEP 20. Remove shifter.
NOTE: See picture for shifter orientation upon removal.



STEP 21. Remove knob/boot assembly from shifter.
Tools: Screwdriver (flat)



STEP 22. Remove boot from knob.
Tool: Screwdriver (flat)
NOTE: Turn boot inside out and pry plastic off.

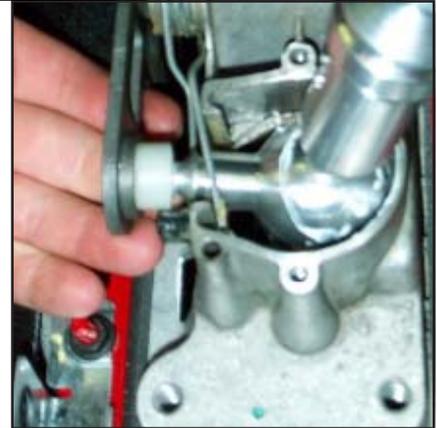


Assembly

STEP 23. Lubricate pivot.
Parts: Grease, **B&M Short Throw Shifter**



STEP 24. Insert nylon pivot cup into shift mechanism.
Note: Pivot arm must cross through set return spring



STEP 25. Set return spring into corresponding groove on pivot arm.
Tool: Screwdriver (flat)



STEP 26. Install plastic pivot bushing on **B&M Short Throw Shifter**.



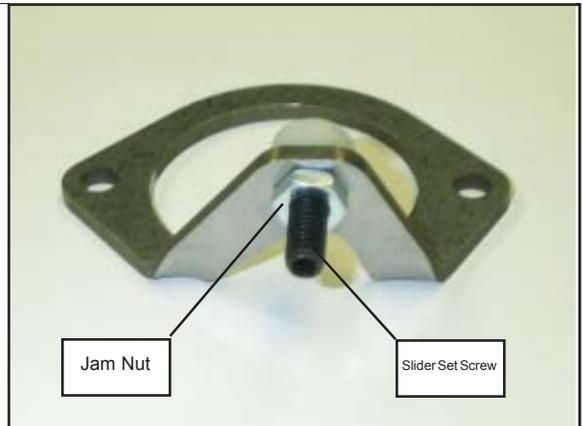
STEP 27. Fully seat **B&M Short Throw Shifter** assembly into base.



STEP 28. Thread set screw with nylon slider into reverse lockout plate until nylon is fully seated against plate.



STEP 29. Install and tighten jam nut on slider set screw.
Part: Jam nut, reverse lockout plate, slider
Tools: 10mm wrench



STEP 30. Install reverse lockout plate assembly.
Part: Reverse lockout plate assembly



STEP 31. Tighten two (2) reverse lockout plate bolts.
Tools: Drive, extension, and T-20 Torx Socket
NOTE: Once plate is in place, check movement of shifter. Make adjustment to set screw/jam nut accordingly



STEP 32. Install retaining clip removed in step 16.



STEP 33. Reinstall foam.



STEP 34. Pull boot over **B&M Short Shifter**.



STEP 35. Install tie wrap.
Part: Tie wrap
Tool: Pliers
Note: Boot must be pulled down below groove on reverse lockout and turned inside out.



STEP 36. Install shift boot into center console.



STEP 37. Install rubber isolator.
Part: Isolator



STEP 38. Install reverse lockout spring.
Part: Spring



STEP 39. Install knob.
Part: **B&M Billet Knob**



STEP 40. Install o-ring onto insert.
Part: **B&M Billet Insert, O-ring**



STEP 41. Install insert into knob.



STEP 42. Raise vehicle.



STEP 43. Install cable on shift linkage.



STEP 44. Reinstall retaining clip on shift linkage.



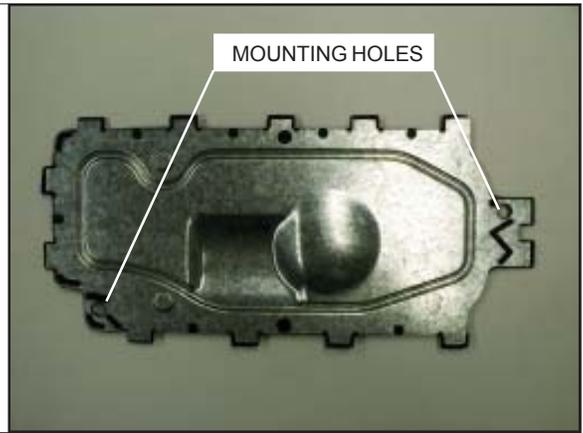
STEP 45. Install cable onto shifter.
Tool: Pliers.



STEP 46. Reinstall retaining ring onto shifter.



STEP 47. Reinstall bottom plate on shifter enclosure.
Parts: M6 bolts (2), M6 locknuts (2), washers (4)
Tools: Drive, 10mm socket, 10mm open-ended wrench



STEP 48. Reinstall front heat shield.



STEP 49. Replace center heat shield.



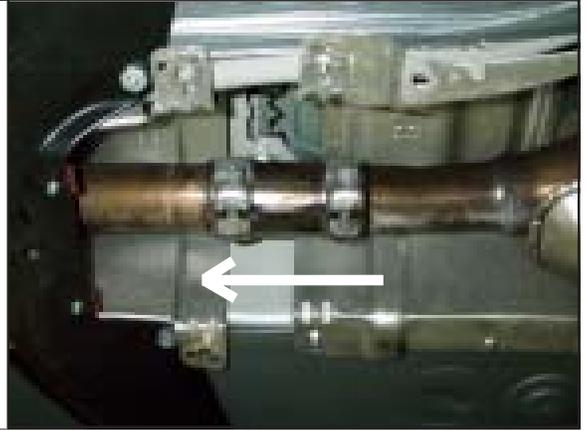
STEP 50. Reinstall heat shield snap washers.



STEP 51. Reinstall center exhaust support.
Tools: Drive, extension, 17mm socket



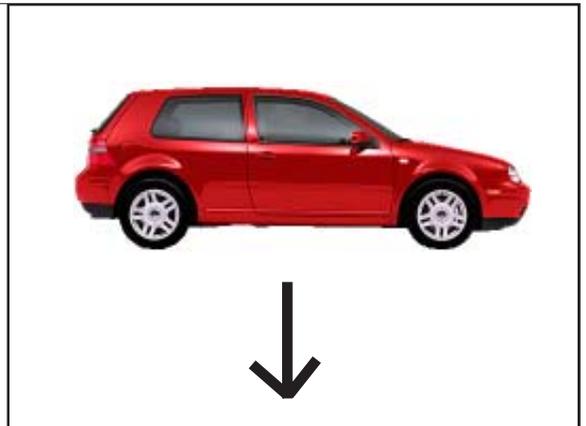
STEP 52. Slide exhaust coupling back over both pipes.



STEP 53. Tighten bolts on coupling.



STEP 54. Lower vehicle and enjoy.



Synthetic Trick Shift™ & Synthetic Stick Shift™

B&M's **Synthetic Trick Shift** was formulated as a Performance Automatic Transmission Fluid, but it can be used in manual transmissions that call for the use of ATF as a lubricant. Synthetic Trick Shift is ideal for street use and high performance applications including racing, off-road, towing and heavy duty fleet use.

A synthetic formula engineered for racing and performance applications, B&M **Synthetic Stick Shift** allows you to get the best performance out of your manual transmission, transaxle or differential. Extensive testing shows B&M Stick Shift provides total lubrication protection for street and heavy-duty applications. It gives outstanding oxidation stability, extreme pressure protection, anti-shear agents and foam inhibitors that exhibit a tenacious capability to keep on lubricating under extreme conditions. It provides excellent cold weather properties and high temperature stability not found in most gear oils. SAE 75W90 fluid allows quicker shifts, improved fuel economy and is compatible with other automotive gear oils. Stick Shift's golden color offers easy detection of even the slightest contamination.



B&M *Racing & Performance
Products*